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Cambridge Mass

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain C. W. Elphicke of Chicago, was in Cleveland on Friday last.

Palmer & Johnson sold the tug Goodnow to Wolf & Davidson for $14,000.

W. H. Wolf, of the firm of Wolt & Davidson, shipbuilders, Milwaukee, is in this city.

Captain Stephen Langston of Detroit and William Goudie of Port Huron were in the city yesterday.

The schooner J. S. Richards has been sold by George Berriman to John Corrigan. Purchase money $8,000.

The Cuyahoga Steam Furnace Company is compounding the engines of the steambarge Oscar Townsend.

Palmer & Benham sold the steambarge Business, for Wolf & Davidson, to Palmer, Johnson and others, for $62,000.

It is rumored that W. W. Loomis, shipbuilder at Erie, intends to build a drydock at that place during the coming season.

Captain J. F. Preston, of St. Joseph, Mich., is in the city with the intention of purchasing a steambarge. Mr. Preston, some years ago, was the owner of the Sky Lark.

Captain McCloud, inspector for Lloyd's register, who was in the city last week, inspected the vessels considered doubtful only. All others will remain in the class they were rated for last season.

The admiralty case of Jesse Sims against the propeller Chicago was called, and continued, attorneys interested not being ready for the trial. Sims asks for compensation for one of his mud scows, which the propeller demolished in Cuyahoga river last season.

Mr. W. B. Scott and Captain George Berriman have formed a partnership by consolidating their interests. For the past twenty years Captain Scott has given his attention to fire and marine insurance, and Captain Berriman has been largely connected with the iron ore interests of the country, having been for years the Cleveland agent of the Emmett and other good mines. The firm will continue to occupy their old quarters at 130 Water street, where they will be pleased to see their friends. We wish the gentlemen as much prosperity as a firm as attended them individually.

Anderson & Bell are building a handsome sloop pleasure yacht. Length over all, 35 feet; beam 11 feet; depth of hold, 4 feet 6 inches. She will have a cabin which will extend eighteen inches above the deck, and will be 15 feet in length and 5 feet 4 inches in depth, in which will be four berths. Her mast will be 42 feet, topmast 19 feet, bowsprit 22 feet, boom 27 feet, gaff 14 feet, hoist of mainsail 28 feet, a topsail 17 feet on the gaff, 21 feet on the hoist, and jibs in proportion She will be a competitor at the Fourth of July regatta, and we wish her enterprising young builders great success. She will be named the Mary Anderson.

Two suits in admiralty have been commenced against the tug American Eagle, in the United States district court. The first was brought by Robert Tarrant, of Chicago, a manufacturer of marine engines, who presents a claim for $284.88 against the tug for engineer's supplies. He also commences the other suit, as executor of the will of Gottlieb F. W. Rollar. He sets forth that the tug owed Mr. Rollar $192.47 for supplies furnished on contract. The American Eagle is owned by Edward Dahlke, of this city, but before the boat came to Cleveland he employed her in Chicago harbor.

The monthly meteorological summary issued by the signal officer, for the month of January shows it to have been an unusually severe one. With the exception of January and February, 1875, it was the coldest month that has occurred here in fourteen years. The mean temperature for the month is 19.3° that being 7.9° below the average for January. The amount of precipitation was 1.55 inches, being 1.01 inches below the average. The velocity of the wind was much above the average. The month, taken as a whole, was cold, stormy, and moderately dry.

A very handsome iron steam fishing tug is being built by J. Chatterton at 30 West Center street, for H. F. Loomis. She is of the following dimensions: Length over all, 53 feet; breadth of beam, 9 feet; depth of hold 5 feet 6 inches. Her frames are of one and a half inches steel angle, outside plating of steel three-sixteenths of an inch thick, deck beams of T iron one and a half inches, deck of iron three-sixteenths of an inch thick. The house, coal bunkers, and all other parts will be of iron. She will have three water tight bulkheads. Lord & Bowler will supply her with a double engine with 6x8 cylinders. J. Chatterton will supply the boiler which will be 10 feet in length, 3 feet 6 inches shell of Otis steel.

V. D. Nickerson, our Cleveland marine artist, has finished his very fine picture, five feet long by 30 inches wide, in pastel, of the schooner Sophia Minch, ashore off Cleveland. east of the east pier, on the 6th of November, 1883. The scene represents the schooner as she appeared at 11 a. m of that day, with the large Detroit river tugs Champion and William A. Moore and the Cleveland tugs Forest City, Mary Virginius and American Eagle pulling her off the beach, the tug J. R. Worswick, towing a lighter containing 90 tons of ore taken from the Minch, and the tug Dreadnaught towing a lighter, with 100 men on board who had been at work on the Minch. Cleveland piers and the docks and buildings which form the background of the picture, represents an excellent view of Cleveland from the lake. The heavy sea and clouds are very faithfully depicted. The picture is a very fine work of art and is striking and real, and cannot fail to be greatly appreciated by all vesselmen, who delight in things appertaining to their profession.

DETROIT.

Special to the Marine Record.

DETROIT, February 5.

I fell in with a perfect cavalcade of shipowners and masters at Morgan & Rice's office, at No. 20 Chamber of Commerce, in this city, where they make their headquarters to talk over vessel matters in the way of buying and selling, but all fighting shy of each other. For the present there is not much push in such matters, save the purchase of one-sixteenth interest in the steambarge A. A. Turner, barges Smith and Star of the North for $4,000, the purchaser being Captain J. W. Surles, who will command the steamer.

At latest advices the Propellers Wisconsin and Michigan, plying between Milwaukee and Grand Haven, lay blockaded by ice some three miles distant from the latter port, where they have been for three or four days.

The reported sale of the barge Middlesex for $40,000 is denied.

Captain Jas. J. Riordan, marine inspector for the Continental Insurance Company, of New York, is in this city examining vessel property with a view to thoroughly revise the marine register of 1883, which will be prepared under his supervision. He has employed marine experts at different lake ports to aid him in the work, in order to have it completed as early as possible. Captains Taylor and Fleet, of Toronto, are attending to the inspection of Canadian vessels and will publish a separate register.

It is an old adage that if you want to get home news you must go abroad, which I found exemplified the other day in a western journal, which had a sensational article copied from the Toronto Mail, presenting in detail the wreck, on Lake Huron, late last fall, of the steamer City of the Straits, with the loss of six lives, including the captain and his wife, and the terrible sufferings of the survivors. It is a well gotten up yarn and might be swallowed whole down among the South Sea Islands. But when the fact is known that no such steamer was ever on the lake, and no such incident occurred as related, no such flapdoodleism can be taken in about here even if well salted.

The steamer City of Dresden will, as heretofore, ply on the same route as last year, Windsor and Leamington, commanded by Captain John Weston.

The Detroit river is again open and steamers passing without difficulty.

The United States District Court here is thronged with admiralty cases, with witnesses from every point of the compass.

Captain Alva Dodge, who has long been a resident in this city, has removed to Grand Haven, having received the appointment at that place of United States inspector of hulls.

Abram Smith, the well-known ship owner and builder, of Algonac, and Captain James Hamilton, of Alpena, are recent visitors to this city.

The appointments of masters of various steamboat lines have not yet been fully determined. With some of them there will be little or no change, and the custom of keeping the right man in the right place will be adhered to. There are several masters here on the anxious seat.

The steamer building at John Oades' shipyard, in this city, is well advanced. Her dimensions are 144 feet over all, 30 feet beam and 10 feet hold, and she will cost $32,000. She will be propeller and not sidewheel, as heretofore stated, with a cylinder 30x34 and 9 foot wheel.

Captain Henry Fish, of Port Huron, will command the new steamer building at St. Clair, and is superintending her construction.

There were 216 days of navigation during the season of 1836, during which period there arrived at the port of Cleveland with cargoes 911 sloops, schooners and brigs with an aggregate tonnage of 77,435. During the same time 990 arrivals of steamers with passengers. Navigation opened at that port March 15th and closed November 28th. At Buffalo, during the same season, 810 steamers arrived and a like number cleared. The average measurement of these boats was 280 tons with an aggregate of 453,600 tons. During the same period 1,047 ships, brigs, schooners and sloops also arrived and the same number cleared with an average of 90 tons each, and an aggregate of 188,460 tons, making a grand total of 642,060 tons.

The getting up of a steamer to make winter voyages at Mackinac under any and all circumstances is a problem not yet solved. The steamer Algomah, although built expressly for that purpose, has been thoroughly experimented with and has proved a failure. In short, it is to be doubted if it can ever be accomplished without keeping open a beaten track by making numerous daily passages, business or no business, and even then there are grave doubts. So far as the Algomah is concerned she has been abandoned for the winter. The next thing in order is either a bridge or a tunnel. The former would be fought against by shippers and vessel owners from Chicago to Montreal. The latter assumes the aspect of an impossibility. But as regards the bridge, the question is asked, Why not? Two open draws of 400 feet span each, with proper lights kept up during the night hours, ought to enable a vessel to pass through when there are no heavy seas with as much safety as entering any of our small lake harbors during tempestuous weather. The question is worthy of agitation in some debatable society, and I will leave the subject for their discussion.

In your last issue I notice an article having reference to the "Royal William" as being the first steamer to cross the Atlantic, which originally appeared in the Quebec Chronicle, and places the credit of the undertaking to the Canadians. The statement I noticed taking the rounds of the papers some years since, but it is nevertheless incorrect. The first steamer to cross the Atlantic was an American, the steamship Savannah, built, owned and navigated by Americans. Francis Pickett, of New York, built her for Daniel Dodd, and the engines were made by Stephen Vail, of Morristown, N. J. She was commanded by Captain Moses Rogers, and navigated by Stephen Rogers, of New London, Conn. She sailed from Savannah, Ga., on the 29th of May, 1819, and arrived at Liverpool June 30th, following. The London Times of that period gives a brief account of her voyage over and adds: "The Savannah, steam vessel, recently arrived at Liverpool from America, the first vessel of the kind that ever crossed the Atlantic, was chased the whole day off the coast of Ireland, by the Kite, revenue cutter, on the Cork station, which mistook her for a ship on fire." She was 350 tons burden.

The stock is nearly all taken up in this city for the construction of a sidewheel steamer to ply between Detroit and Port Huron. Her dimensions will be nearly the same as the City of Cleveland, and the builder is to guarantee that she will make twenty miles per hour, to leave Detroit at 7 a. m. and to return the same day at 8 p. m. After her return she will be on hand to make excursions on the river. Further details will be given you at another time.

Captain Thomas Pringle, of Marine City, a well known vesselman, is a late arrival in this city.

The weather is open with a dense fog on this, Tuesday, a. m. J. W. H.

KINGSTON.

Captain Steve Tyo is engaged in building a wharf for Mr. T. Donoghue, in rear of his premises, Ontario street. The wharf will be 300 feet long.

Edward Girard, engineer of the propeller Argyle, has been engaged at Clayton to fit out the steamer Flower City. He finds the machinery but slightly damaged in the main, but small parts will be replaced by new.

[*Continued on 5th page*].

MARINE LAW.

A MATES' CLAIM DISMISSED.

United States District Court, Philadelphia.

Judge Butler on the 5th inst. dismissed the libel of Robert Haskell against the American brig Tally Ho.

Haskell had been the second mate of the Tally Ho and his complaint was as follows: He had shipped at Fernandina, Florida, on board the brig for a voyage to Trinida and back to port in the United States north of Cape Hattras. He alleged that about April 1st, 1883, while assisting in discharging the vessels cargo of lumber at Trinidad he injured his back and was taken ill with a fever. He remained on board, for a time during which he was treated with medicines by Captain McKowen. Still ill, he was, he said, finally sent ashore by the mate who told him that he would be met by the Captain who would take him to a doctor. When he got ashore he found that the captain had been to the Consul's office and had cleared the vessel. Haskell then took a cab, overtook the captain, brought him back to the Consul's office and the result of the conference was that the captain gave him $10 with which to buy medicine and promised to come back for him before the vessel sailed. The plaintiff then went to a doctor and while there he was informed that the vessel had sailed. He went to a boarding house and a day or two after placed himself in the hospital for treatment where he remained about a week. After his discharge he remained on the Island and in Barbados for several months and finally succeded in reaching Philadelphia.

The above is in substance the story told by Haskell. His claim amounted to $1195.40 of which $195.40 was for wages for the time he was idle and $1,000 represented his damages in loss of clothing, money expended for board, and compensation for the alleged indignities put upon him.

Captain McKowen's statement was a pointed denial of most of the allegations of the plaintiff. The captain denied that Haskell had injured his back while discharging cargo at Trinidad, asserted that his ailments resulted from pre-existing physical infirmities, the result of age and a feeble state of health, that he sympathized with the man, and would willingly have brought him back, but that Haskell insisted on being discharged and went ashore against the order of the mate; and that finally Mhen he found that Haskell persisted in being discharged he consented and gave him $10 because he was penniless.

In view of this explicit denial the American Consul at Trinidad was written to in order to see if Haskell's statements would be confirmed. The reply of the Consul sustained the position of Captain McKowen. He reported that Haskell had insisted upon his discharge and had flatly refused to go in the vessel. The doctor in the hospital at Trinidad was also written to and he answered that there never had been such a man in the hospital.

Under these adverse statements the claim of the plaintiff broke down and as his consul did not make his appearance when the case was called in Court, the Judge dismissed the libel.

ILLEGAL SALE OF SHIP.

Paris Tribunal of Commerce.

The Adolph v. the Fonciere Company.—After a collision between the Adolph and the French ship Fernande, off the coast of America, in 1880, in which the latter was sunk, the Fonciere Company, which had partly insured the Fernande, pretending that the Adolph was in fault, had that ship seized in port of New York, in which it had taken refuge, and then sued the owner, M. Wallenberg, in the Southern District Court of New York, to recover for the loss of the Fernande. Judgement was given against the claim; the Fonciere Company lodged an appeal; but before it could be heard paid the costs and abandoned the action, thus accepting the judgment. But in the meantime the Adolph had been sold under the seizure, and for the prejudice thus caused to him M. Wallenberg. the owner, now sought to recover from the Fonciere Company a sum of 60,000f as damages. The Fonciere answered that the claim was based solely on the decision of the Southern District Court of New York, which did not possess the authority of a judgment in Paris and asked the French Tribunal to examine the facts afresh and declared that the Adolph was in fault in the collision. Subsidiarily the Fonciere Company argued that even had it not been justified in making the seizure it had caused no prejudice to M. Wallenberg, as another seizure was subsequently made on January 13, 1881, at the suit of the crew for the recovery of their wages, and that claim alone was the cause of the sale of the Adolph. It also called into the suit 11 other insurance companies, in whose behalf the Fonciere Company alleged that it had acted as well as for itself.

The Tribunal, after recapitulating the facts, said that, as the action before was not brought to obtain the execution of the judgment given at New York to the profit of Wallenberg, the Fonciere Company had the less right to criticise that judgment which was given after an interlocutory hearing between the captains of the Adolph and the Fonciere, which latter after having notified an appeal on the 9th of December, 1880, subsequently acquiesced in the judgment by the payment of the costs and withdrew its appeal on the 20th May 1881. That being the respective positions of the parties at New York and the judgment given, the Tribunal was of opinion that the Fonciere Company was not justified in seizing the Adolph on the 15th of December, 1880, and in presenting to the competent authorities on the 9th of December following an application for authorization to sell the ship. It was no doubt true that the crew of the Adolph, to secure the two years' wages that were due to them, also made on the 13th January, 1881, a demand for the seizure of the Adolph, and obtained on the 3d March following, by right of their privileges payment of the sums due to them; but these circumstances did not prove that the sale of the ship, that took place on the 21st February, was effected on the demand of the crew. It was, on the contrary, proved by the documents and evidence before the Tribunal that the sale was made at the demand of the Fonciere Company, which after rashly seizing the ship on the 15th of September, 1880, only liberated it on the 20th May following, thus keeping inactive for eight months, first the ship itself, and then the portion of the price of it remaining after payment of the crews wages. The Tribunal, therefore, judged that the Fonciere Company caused to Wallenberg a prejudice of which reparation was due, condemned the former to the payment of 30,000f damages. Next, with regard to the claim of the Fonciere Company against the other insurers. The Fonciere did not prove that it was authorised to institute proceedings at New York, on behalf of the other insurers in common with itself, or that it ever possessed any right or powers to take such a step. Although it was admitted that the Underwriter's Committee at Bordeaux transmitted to its representative at New York instructions similar to those of the Fonciere, it resulted on the other hand, from the documents put in, that the instructions from the Bordeaux insurers were confined to the exercise of the rights substituted for those or the captain of the Fernande. The Fonciere Company could not therefore, make the other companies share in a responsibility that concerned itself alone. Judgment accordingly, the Fonciere Company to bear all the costs.

GENERAL NEWS.

De Lesseps has been invited to undertake the completion of the canal which is to make St. Petersburg a seaport and independent of Cronstadt.

The Newfoundland sailing steamer Bear has been sold to the American Government for the coming Greely relief expedition. Its age, tonnage and build are the same as the lost Proteus.

The tunnel under the Mersey at Liverpool is almost finished. Meanwhile little or no progress is being made on the underground passage between New York and Jersey City.

The Maritime Exchange has adopted a memorial to Congress recommending a less severe penalty than death for the crime of wilfully casting away a vessel where only property is affected, as a conviction under the present law is almost impossible.

Geologists assert that if the continents and the bottom of the ocean were graded down to a uniform level the whole world would be covered with water a mile deep, so much greater is the depression of the ocean bed than the elevation of the existing land.

The tonnage tax is not such a source of revenue but that it could be removed with advantantage to our maritime interests. The amount collected during the last fiscal year from 7,445 vessels was $1,320,590.80. Of this 2,099 American vessels paid $262,629.20 and 5,346 foreign vessels $1,057,961.60.

Boston Advertiser: It seems idle to talk of admitting foreign built ships to American registry, when our United States laws will not allow us to sail the ships already under our flag on a paying basis. It is not so much in the first cost as in the running expenses of our vessels, that a reduction is most needed.

The City of Columbus has been carefully examined by a wrecker on behalf of the insurance companies and it is ascertained that the hull and machinery are so badly damaged that raising the wreck is out of the question. The hull appears to have been broken in two at a point near the foremast.

Baron A. de Rothschild is having built one of the largest steam yachts that was ever constructed. She is 246 feet long and 27 feet beam; her engines are expected to develop 1,400 horse power, and the speed expected is fourteen and one-half knots. She will be ready for sea by June, and her name will be Eros.

Captain Felder, of the steamer Prinz Clarg, on trial for several days in the United States Circuit Court, New Orleans, for failing to provide sufficient food for his emigrant passengers, from Palermo, was acquitted by the jury. The evidence went to show that the shortage was from a stress of weather and an unusually long voyage, but that he had been generous to the emigrants at his own expense.

In the Senate on the 29th of January Mr. Conger presented a bill to quiet and confirm the title to certain lands in Saginaw Bay, State of Michigan. The bill relates to an island in the Bay known as Maison island. It is owned by the Jeromes and has been in their possession since 1854 Since the survey was made there have been accretions and marsh formations which have caused valuable additions to the island, and it is to give title to the owners of the land to these additions that the bill was introduced. It was referred to the committee on public lands.

In the Senate on the 29th of January Mr. Conger presented a memorial of H. T. Young, of Marine City, and other citizens, asking for a survey of the St. Clair river and banks, to the end that the filling in of the canal may be prevented, etc., etc. The memorial sets forth that the St. Clair river is one of the great commercial highways of the United States; that it is being greatly injured as a navigable stream by the washing away of the banks from Algonac to Port Huron, which wash causes bars and shoals along the banks and carries a big deposit to the lower end of the flats, canal and main channel entering Lake St. Clair, also out into the lake, thereby filling it up and injuring it as a highway. The memorial asks for a survey to determine the facts set forth and tell how injury may be avoided. The memorial was referred to the committee on commerce.

A scheme has been presented to the Porte by a certain Mr. de Leon, representing American interests, which is destined to replace Admiral Inglefield's project of connecting the Mediterranean and the Red seas by submerging Palestine. It consists of the construction of a ship railway, which, starting from El Arish, on the Mediterranean, would have its terminus at Akaba, on the Red Sea. The actual cost of the line, as it would pass through a flat country, would not amount to an exaggerated sum, although the expense of keeping up the permanent way, consequent upon the transport over it of vessels of heavy tonnage, may be so great as to render competition on even terms with its Suez rival somewhat difficult. In the event of a successful issue of the present negotiations Mr. de Leon is likely to be rewarded by the American Government with a high diplomatic post at Constantinople.

J. T. Moulton, of Chicago, the elevator builder, will probably commence work on both elevators immediately.—*Duluth Times, January 27.*

EARLY REMINISCENCE OF LAKE ONTARIO.

Special to the Marine Record.

DETROIT, February 4.

The earliest statistics bearing upon the history of Lake Ontario cannot be very definitely arrived at, save that it was first penetrated and floated over as early as 1535, by a party of Frenchmen under Cartier, which will answer the purpose of a starting point. These early voyagers were bent upon missionary purposes, and have but little or no interest in the navigation proper on that lake, and with this point in view there may be expected, here and there, omissions which otherwise might be brought forth.

The sailing of Father Lasalle, from Fort Frontenac in 1678, in a brigantine, the name of which is not given, and the further continuation of his voyage, in 1679, from above the falls in the Griffon to Green Bay, may be only briefly noted for the present. In 1789 John Fellows, of Sheffield, Mass., crossed Lake Ontario with a boat (name not given), freighted with supplies, and did well with his cargo. This craft, which was subsequently sold to Judge Porter, it is stated, was the first craft which floated the waters of the great lakes from the American side. The first American merchant vessel built on Lake Ontario was at Hanford's Landing, three miles below Rochester, in 1798, by Eli Granger, of thirty tons burden, and was called the Jemima. From this period, and up to the commencement of the war of 1812, quite a number were built including the following: Schooner Fair American, Captain Augustus Ford; schooner Genessee Packet, Captain Obed Mayo; schooner Diana, Captain A. Montgomery; schooner Collector, Captain Samuel Dixon; schooner Experiment, Captain C. Holmes; schooner Charles and Ann, Captain Theophilus Pease; schooner Dolphin, Captain Wm. Vaughan; brig Oneida, built for war purposes; also schooners Gold Hunter, Ontario, Island Packet, Lark, Eagle, Mary, Farmer, Two Brothers and Cambria. The Fair American, above noted, was built at Oswego for the Northwest Fur Company. The Cambria was built on an island at the lower end of Lake Ontario, and before completion, was taken to Lewiston and sold to Porter, Barton & Co. Captain Augustus Ford, on the American side, was one of the oldest, if not the senior, navigator on that lake, commencing in 1800. He was born in 1772 and lived to be upwards of 80 years of age. He died at Sackett's Harbor. On the Canada side of Lake Ontario, in 1809, among others the following British vessels were commissioned: Schooner Lord Nelson, afterwards called the Scourge· Royal George, Prince Regent, Earl of Moira, Simcoe, Earl and Duke, Growler, Duke of Gloucester, Pert and Asp. All the foregoing vessels were from 70 to 100 tons burden. Soon after the war of 1812 others were put afloat, notably the schooners Woolsey, Rambler, Farmer's Daughter, Triumph and Commodore Perry, which entered into the carrying trade of that lake. Henry Eckford was in those days a prominent shipbuilder.

In 1816 a company was formed for the construction of a steamboat at Sackett's Harbor, and a petition to that end was presented to the New York legislature. Early in 1817 the steamer which was called the Ontario performed her first trip in command of Captain Mallaby, U. S. N. She was 237 tons burden; boilers 17 feet long and 3½ feet diameter; cylinder 20 inches by 3 feet stroke and 21 horse power. Her first undertaking was to perform weekly trips between Ogdensburg and Lewiston, but in July of that year, her owners finding it did not pay, extended the time to ten day trips, the fare through being $15, with a speed not exceeding five miles per hour. She continued plying until 1832, when she was dismantled at Oswego. The British on the opposite shore at Frontenac, now Kingston, had also built a steamer called the Frontenac, which began running the same year as the Ontario.

In 1824 the steamer Martha Ogden was built at Sackett's Harbor, and was sailed by Captain Daniel Reed until 1832. September 12th she was wrecked in a gale at Stony Point. She left Oswego on the afternoon of that date, then in command of Captain Wm· Vaughan, and was soon after struck by a heavy southwest gale. Being unable to return to Oswego, she was headed for Sackett' Harbor, and in the meantime sprung aleak.s Her fires were put out and her sails resorted

to. Being unable to turn at Stony Point, both anchors were let go in eight and a half fathoms, which held her from 4 until 11 p. m., when her cables parted and she stranded in ten feet of water. She had on board twenty-two passengers with a crew of six At great hazard a man succeeded in reaching the shore, distant eight rods, when with the aid of people on shore a line was extended from the boat to the land, and all on board safely drawn on shore in a three bushel basket, rigged upon the line with a Dutch harness. Captain Vaughan was the last to leave the wreck, which went to pieces during the day. The steamer was owned by S. & L. Dennison, of Sackett's Harbor. Ashall Roberts was the ship carpenter and builder of the steamer Ontario and other craft in those days. The steamer Sophia was also built at Sackett's Harbor in 1818. Captain Rhode was her first commander. In 1830 the steamer Brownville, built at Brownville, and sailed by Captain Ezra B. Dodd, was 150 tons burden. She was burned among the Thousand Islands, and subsequently rebuilt and again commissioned under the name of the Wm. Avery, and sailed by Captain Wm. Vaughan. The steamer Paul Pry came out in 1830, and the steamer Charles Carroll. Captain D. Howe, built at Sackett's Harbor, 700 tons burden, in 1831. Her name was afterward changed to America. This sketch takes us to 1832, as regards American steamers on Lake Ontario.

On the Canadian side of Lake Ontario, after the Frontenac, the steamer Charlotte was built at Kingston in 1818, and was 150 tons burden. She plied between Prescott and the Bay of Quinte. The steamer Dalhousie was the third Canadian steamer built on that lake and came out in 1819. All of the foregoing British boats were built by Henry Gildersleeve, ship carpenter. The Caroline, in 1825, and the Toronto, same year, of 200 tons burden, were built at Kingston also. Captain McIntosh commanded the last named. The steamer Canada commenced plying in 1826, under command of Captain Hugh Richardson, and was 250 tons burden. She was wrecked near Oswego.

The foregoing is a synopsis of the early period of vessel and steamboat navigation on Lake Ontario up to a period of which many now living, have a recollection. We purpose giving at a future time matter relating to shipbuilding and commerce, so far as may be of interest to the reading public of the present era. J. W. H.

LUMBER NOTES.

The British Canadian Lumbering and Timber Company made an assignment Tuesday, with liabilities exceeding $1,000,000.

The retail lumber dealers of Western Pennsylvania, Ohio, and West Virginia effected an organization at Pittsburg, the object of which is to protect their interests against the encroachment of the wholesale dealer.

The determination of lumbermen in the commencement of winter to largely control the log crop this season is apparently not being carried out, judging from the report of those actively engaged in the work.

Within the recollection of the oldest logger there has never been a season so propitious for work in the pineries as the present. The snow covers a substantial foundation, the temperature has been crispy, roads since the middle of December never better for hauling heavy loads, and everything seems to work to the advantage of the loggers, and the future outlook was never more favorable. There is nothing from now forward to prevent about as large an output of logs as last season. The mills are undergoing a through overhauling, and everything looks like big business with the owners the coming season.

It is entimated that the timber along the northern lakes at the present rate of cutting will be exhausted in about ten years from the present time and that a resort to the timber lands of the south, which are much more extensive than is generally supposed, must soon follow. About one-half of Kentucky is covered with valuable timber and a number of large mills have recently been erected at different points in the state. In western North Carolina are extensive forests of white pine, and in the eastern part of that state is the celebrated long leaf pine, and in South Carolina valuable forests of pine and cypress. There yet remain in North Carolina 40,000 square miles of valuable forests. Of the 62 varities of timber found east of the Rocky mountains, North Carolina has in great abundance 45 variaties of the most valuable. This large area of timber in North Carolina, as large as the state of Ohio, added to the timbers of Eastern Kentucky, Southwest Virginia, and East Tennessee, will probably for years furnish profitable transportation to railways penetrating southward from the Ohio river, and bring great wealth to the Southern states.

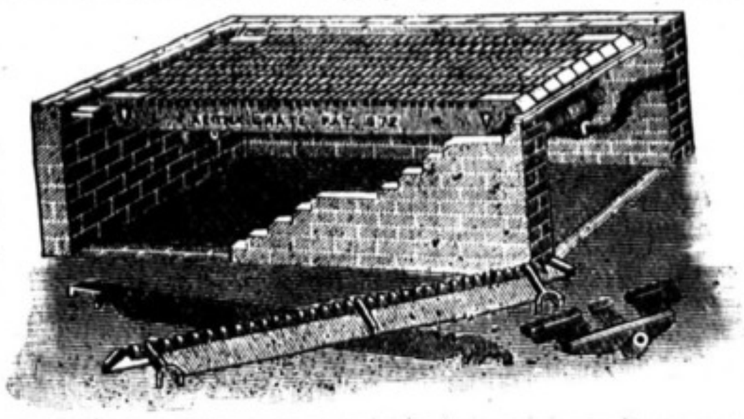
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



T. E. WILSON,

SUB-MARINE DIVER.

All Kinds of Water Work

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PENFIELD BLOCK CO,

Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,

ALL STEEL, ROLLER BUSHED

OR WITH

Our Self-lubricating Phosphor Bronze Bushings.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS; PATENTED NOVEMBER 13, 1883.

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TO PRESERVE THE HEALTH

Use the Magneton Appliance Co's

Magnetic Lung Protector!

PRICE ONLY $5.

They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY IMVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

HOW TO OBTAIN This Appliance. Go to your druggist and ask for them. If they have not got them, write to the proprietors, enclosing the price, in letter at our risk, and they will be sent to you at once by mail, post paid.

Send stamp for the "New Departure in Medical Treatment WITHOUT MEDICINE," with thousands of testimonials.

THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.

NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try a pair of our Magnetic Insoles, and be convinced of the power residing in our Magnetic Appliances. Positively *no cold feet where they are worn, or money refunded.*

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Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

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TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	§6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

Equipment New and Comprising all Modern Improvements.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C. L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:40 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Sleeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m, Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m, without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12:45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.		
Arr. Valparaiso	9.37 "		
" Fort Wayne.	1.00 p. m.		
" New Haven..	1.35 "		
" West Leipsic.	3.45 "		
" Arcadia	4.44 "		
" Fostoria	4.57 "		
" Green Springs	5 44 "		
" Bellevue	6.12 "		
Lv. Bellevue	6.22 "	7.52 a. m.	
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland		10.27 "	3 52 p. m
Arr Painesville		11.33 "	5.05 "
" Ashtabula		12 25 p. m.	6.03
" Conneaut		1.07 "	6.32 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.22 "	

GOING WEST.

Lv Buffalo	9.47 a. m.		
Arr Dunkirk	11.24 " "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.17 "		6.17a. m.
" Ashtabula	2.50 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.37 "	9.17 "	
Lv Bellevue		9.22 "	
" Green Springs		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.52 "	
" Valpraiso		5.55 "	
" Chicago		17.52 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine

The Marine Record.

Entered according to the laws of the United States at the Post Office at Cleveland as second-class matter.

Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

BRANCH OFFICE, 242 SOUTH WATER STREET, CHICAGO.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

THE Mississippi river convention met in Washington on Tuesday, Governor W. D. Washburn, of Minnesota, presiding. He spoke at length on the importance of improving the Mississippi river.

THE marine hospital service wants a thorough inspection of all the ports on the Gulf of Mexico and in South and Central America before the summer months, in order to ascertain their sanitary condition, with a view of protecting the ports of the United States.

THE United States board of steamboat inspectors has adopted a rule prohibiting all persons except officers, from entering the pilot house of a steamboat which is under way. An amendment has been proposed prescribing the number of lifeboats to be carried.

A LETTER from the British Government was officially delivered to the directors of the Suez Canal Company at their monthly meeting recently, which approves the convention of De Lesseps with the British steamship owners. No mention is made of monopoly in the letter and De Lesseps asked the shareholders to ratify the agreement.

A MEETING of the Ohio river improvement committee was held in Washington on Tuesday, George H. Thurston, of Pennsylvania, presiding, John Kirkpatrick, of Ohio, secretary. A committee was appointed to appear before Congress and urge the immediate completion of the work of improvement at the Davis Island dam, the cost of which is estimated at $75,000.

THE annual number of the United States Official Postal Guide contains two complete lists of the postoffices in the United States, (each showing the money order offices in full-faced type), and all necessary information about the mails, etc. Cloth, $1.50; paper, $1.00. (Per year, cloth, $2.00; paper, $1.50.) Houghton, Mifflin & Co., Boston, publishers by authority of the postoffice department. Subscriptions may be sent through Cleveland postoffice.

IT is conceded to be a fact that no people have the inherent desire to possess a small plat of ground, which they may designate as their own, as have the Americans. But in their efforts in the construction of the residence in order to make it a homestead, they commit the faults of extravagance in the arrangement of the apartments and adornments. The firm of Palliser, Palliser & Co., Bridgeport Conn., architects, make a specialty of plans and detail drawings, especially for those who have the spirit of enterprise, in book form and at a rate that places it within the reach of all.

IN publishing the article last week relative to the Royal William, a Canadian craft, being the first to cross the Atlantic under steam we held the theory that our Detroit correspondent would set the press and public right in regard to the matter, and furnish the necessary facts from his store house of ancient marine history, which would give the credit to whom it belongs, the enterprising yankee skipper. We were right in our opinion, and direct the attention of our readers to the Detroit letter in another column.

RIVERS AND HARBORS.

We have received through the courtesy of L. Cooper Overman, major of engineers, U. S. A., in charge of this district, appendix K. K., of the annual report of the chief of engineers for the fiscal year ended June 30, 1883, which contains a very comprehensive statement of the special surveys of rivers and harbors, called for by act of Congress of August 2, 1882. We have heretofore made more or less copious extracts from the report as telegraphed from Washington some time since. Among the improvements on Lake Erie west of Ashtabula, the engineer recommends the completion of a channel through Maumee Bay to the lake at Toledo, two hundred feet wide and sixteen feet deep, $80,000 being deemed necessary for the work, after which $30,000 a year will be sufficient to keep it in the required condition. At Port Clinton the commerce, present or prospective, will scarcely justify a larger expenditure, the engineer thinks, than that necessary to keep the harbor at its present status. An increased channel depth of sixteen feet in low water is recommended for Sandusky City harbor. It is probable that the project of keeping a channel one hundred feet wide and nine feet deep through Sandusky river, from Fremont to the lake, a distance of seventeen miles, will be for the present kept in view. The somewhat dilapidated harbor of Huron will be repaired and $16,000 is asked for the purpose. Vermillion harbor will be dredged and repaired. The piers at Black River will be renewed. At Cleveland harbor at the close of the fiscal year the only work in progress was the dredging of the bar between the end of the piers, caused by the February freshet of last year. Four thousand cubic yards had been removed and ten thousand were to be removed at the close of the fiscal year, which will give seventeen feet of water at that point. During the coming season it was proposed to build 500 feet of foundation, to sink 950 linear feet of cribwork and complete 1,850 linear feet of superstructure, all of which has been accomplished, and which completes the lake arm of the breakwater. The eastern pier will be extended 1,400 feet, a spur 100 feet long, running at right angles with the lake arm, about 200 feet from its eastern extremity, to break the force of the current which rolls along the breakwater during westerly and northwesterly gales, will be constructed. When all is done, as now projected, the report of the engineer explicitly states, it will be a harbor of refuge about one mile long, and will offer an "*area for anchorage* of 180 acres, the depth in 140 acres of which will be from seventeen to twenty-nine feet." It is to cost altogether $1,200,000. All but $400,000 of this sum has been expended and the latter sum is asked for. The report mentions several localities as being worthy of improvement but not public necessity. One of these is the channel known as the old river bed, leading from the Cuyahoga river to the harbor of refuge.

THE HENNEPIN CANAL.

The advocates of the Hennepin canal had a conference at Washington last week with the committee on railways and canals. It is said they succeeded in convincing the committee of the national necessity of the project and that they will all vote for it, with the possible exception of Mr. Turner, of Kentucky. The advocates of the scheme were mostly from Chicago. The burden of their arguments was the necessity for cheap transportation for the cereals of the Northwest to foreign markets. They all claimed that the canal would do for the West what the Erie has done for the East, regulate and sensibly decrease the rates on railroads. They agreed unanimously on the theory that the flow of traffic would be from the Northwest through the Hennepin canal and the lakes to the eastern seaboard. In hunting for theories to give a national coloring to the scheme the gentlemen did not hesitate to go to far distant countries, especially to Russia and the East Indies. "Those lands," it was said, "are surely becoming the victualers of Europe, on account of our slow and expensive transport from the fields of production to the lake ports and from the lake ports to the seaboard, and the United States can only maintain its ascendency by building the Hennepin canal." One man quoted from a letter to the New York Tribune, saying that the railroad rates rose and fell regularly as the Erie canal opened and closed, and held that the Hennepin would have the same effect upon the railroads West. Another, in pointing out the advantages to the Northwest, said that in the one article of anthracite coal the cost of transportation would be reduced $1.50 per ton, thus making a saving of three million dollars annually. But those arguments are effectually dwarfed by the discovery of one genius, that a movement is on foot in Winnipeg to place a line of grain carrying vessels on the Hudson Bay route, thus making it possible to place the wheat product of Manitoba in Liverpool at less cost of transportation than the wheat product of this country. It is stated that English capitalists are ready not only to provide a fleet but to build a railroad from the metropolis of Manitoba to Churchill, the chief port on the Hudson Bay. In order to float this the additional discovery is made that the Hudson Bay is open and navigable all the year, and not most of the time a frozen sea, as has been ignorantly supposed. The Englishmen, it is asserted, are going to determine the practicability of this route this very season, and it is obviously the duty of Congress to speedily build the Hennepin canal in order to divert them from this purpose. Whether it is built or not the Hennepin canal scheme is certain to be the means of developing to a wonderful extent the ingenuity of the American for inventing preposterous arguments in its favor.

CUYAHOGA FURNACE CO. VS. R. K. WINSLOW.

Extracts from petition and answer in the Court of Common Pleas, of Cuyahoga Co., State of Ohio. Cuyahoga Steam Furnace Co., plaintiffs, Kline & Ingersoll, attorneys, vs. Rufus K. Winslow, defendant, Ranney & Goulder, attorneys.

The plaintiffs say that on the 3d of January, 1880, they entered into an agreement with defendant, who had then, under contract, in course of construction, the hull of a vessel hereinafter referred to, whereby plaintiffs agreed to construct and furnish for defendant certain machinery, viz.: One compound vertical direct-acting steam engine, boilers and other machinery complete, set up on board the hull of a certain vessel then on the stocks, said engine and boilers to be finished and completed and ready for steam by the 1st of July, 1880, for which plaintiffs were to receive $33,350 in various installments, all of which were received except the last two installments of $3,000, due December 1, 1880, and $5,350 due November, 1, 1881, with interest at 7 per cent. from July 1, 1880, which defendant refused to pay. The plaintiffs say that the work was fully completed by the 8th of July, and would have been by the 1st had it not been for the delay rendered necessary on account of new construction of part of said work by the twisting, wrenching and breakage of said machinery in the launching of said vessel, which was without the fault of the plaintiff, and for which damage and repairs thereof they were in no way accountable; and also delays in the completion of parts of the wood and carpenter work of said vessel, which prevented plaintiffs from completing the work.

Defendant has refused to pay the two last installments and avers that the machinery was so badly constructed and placed upon said vessel that what with the inconvenience, loss and expense incurred for alterations, etc., he has sustained $15,000 damages in consequence thereof and claims that amount for damages.

COPY OF VERDICT.

January Term, 1884, to wit Feb. 4, 1884.

State of Ohio, Cuyohoga County, ss.

Cuyahoga Steam Furnace Co., plaintiffs,
vs
R. K. Winslow, defendant.

We, the jury in this case, being duly impaneled and sworn, do find that there is due to the plaintiffs on the claim set forth in the petition, the sum of $10,424.29, and that there is due to the defendant on the counter claim set forth in his answer the sum of $3,000. We, therefore, do find for the plaintiffs and assess the damages at $7,424.29.

J. S. TILDEN, Foreman.

THE INVESTIGATION.

The Board of Inspectors of steam vessels Tuesday morning began an investigation of the wrecking of the steamship City of Columbus. The disaster was attended with the loss of ninety-seven lives. Captain Wright, in his statement, said: "The second mate, Mr. Harding, was on duty from Boston until the ship reached Nausick, a run of fourteen hours. I did not leave the deck myself, except to get supper, from the time we left Boston until nearing Tarpaulin Cove, at about 2 a. m., when I went to my room. I was sitting on the floor of my room with my back against the heater and my head in the pilot house, when I heard the call to 'port.' I sprang up and cried, 'Hard a port,' thinking we were running down a vessel. I could not see a vessel, but saw a buoy two and one-half points off the port bow, one hundred yards distant. The vessel struck within twenty seconds after.

The vessel soon listed, and the water was up to my armpits. I went into the cabin and told the passengers to put on the life preservers. Within five minutes after the ship struck I knew she was lost. I cannot tell any reason why the ship struck where she did. A higher power will have to determine that. I do not know where the blame should rest. Gay Head light amounts to nothing unless at a distance; the bright lights confuse when close; Boston light has run many pilots ashore because of its being so bright. The boats were cleared away with axes as fast as possible; I dont know anything about the after boats; I was forward: In a time like that the crew was demoralized. We had a boat drill every time on reaching Savannah. Had no means of making signals; it required all our strength to hold on to the rigging."

Second Assistant Engineer Collins testified: "I saw the main hatches burst off before I took to the rigging. The sea was breaking over the vessel. The hatches were forced up apparently from the force below the decks. Did not attempt to clear away any boats after the ship went on her beam ends, and I don't think anyone could have moved on deck from forward to aft. I was stationed at boat No. 4, of which the chief engineer had command. I did not make any attempt to get boat No. 4 cleared away, and did not see any attempt made. The last boat drill was a month ago in Savannah. I never helped in the drill myself. Some of the boats were hanging by tackles on the port side, and some swinging from one davit."

IRON MARKET REPORT.

CLEVELAND, February 6.

The improvement which marked the close of last week continues, and prices are somewhat stiffer, although some concession is made to large buyers for cash. We quote.

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@25 00
No. 2 Lake Superior charcoal	23 00@25 00
Nos. 3 and 4 Lake Superior	23 00@26 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern charcoal	28 00@33 00

Reported by E. L. Harper & Co., Cincinnati.

While there has been no change in the market since our last report so far as prices are concerned, yet there is a firmness which has not been realized for the past year. The general outlook is one of great satisfaction. Sales for the past week will exceed those of the week before, and full market prices have been realized. Inquiries continue numerous and for large amounts, and principally for gray forge grade. The demand for soft open silvery iron is much greater than the production, therefore the price for this grade continues higher in proportion than for foundry grades. The furnaces generally take in the situation and have taken a stand against any further decline in prices: they are also adverse to selling for any extended deliveries.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

The marine engineers, of Port Huron, met in Jas. H. Fitzgerald's office on Tuesday evening, and organized a branch of the engineers association, with eight charter members.

[*Concluded from 1st page.*]

It is reported that the name of the new steamer now being built at Clayton will be the Cape Vincent.

Two of the largest elevators in Toronto were burned last Friday night, with 175,000 bushels of grain.

Captain Hall of the tug Robb brings an action against Captain Hunter to recover $150. It appears that Robb was engaged to tow a number of dredges to Presque Isle from Toronto, but in rough weather one of his scows went ashore at Port Darlington and Hunter refused to pay, hence the action.

It appears that the Dominion Salvage company did not get paid for the services of Captain Donnelly in connection with the unloading of the sunken schooner Sam Cook. As the money was not forthcoming the case was put in Dr. Smythe's hands, and he has seized the ore which was taken out of the boat, and which is now lying at Brockville. The ore is valued at $1600 and is owned by Hall, of Ogdensburg, and the company's claim amounts to $950. It appears that it was Captain Merriman who engaged Captain Donnelly, hence the difficulty about the money.

CHICAGO.

Special to the Marine Record.

William Harman, owner of the tug Tom Brown, was fined $50 January 31st by Justice Foote for violating the smoke ordinance.

The propeller Depere, of Goodrich's winter line of steamers, arrived in Chicago from Manitowoc with a general cargo January 31.

The centre pier and abutments of Rush street bridge, will be rebuilt by Fitzsimons & Connell at their contract price of $53,500.

Judge Drummond, appointed district judge 34 years ago, will retire under the recent retiring act, which allows him full pay the rest of his life.

A short time since there was argued before Judge Drummond in the United States Circuit Court, a motion for an injunction on a bill filed by the Goodrich Transportation Company against the Peshtigo Company and the City of Chicago to restrain the Peshtigo Company from obstructing the northern passage of the Illinois Central railroad bridge over the Chicago river, by mooring their large lumber barges at their dock, which forms the northern boundary of the northern passage of the bridge. Judge Drummond refused to grant the injunction at that time for one reason, among others, that he questioned his jurisdiction because both the Goodrich Transportation Company and the Peshtigo Company were citizens of the same State—Wisconsin. Mr. W. C. Asay, solicitor for the Goodrich Transportation Company, filed another and precisely similar bill in the United States Circuit Court against the Peshtigo Company, but making Albert E. Goodrich, who is a citizen of Illinois, complainant. In it Mr. Goodrich states that he is and has been for over twenty years the owner of over four-fifths of the stock in the company and that he has devoted all his time during that period, and all of his ability, to the improvement and management of the business of the company, and has invested large sums therein to attain that end, and that now his interest in the company is a very valuable one, being worth over $400,000. He therefore asks for a perpetual injunction to restrain the Peshtigo Company from obstructing the bridge passage in question.

In August, 1883, a judgment was recovered in the city of Buffalo, N. Y., in favor of Mrs. Cornelia Hamilton, as administratrix with the will annexed of Elisha W. Ensign, against George W. Holt individually and as the surviving partner and as the executor of Charles Ensign, deceased, for the sum of $617,000. Execution was immediately issued upon the judgment and a levy made upon one-half of the Marine Block in Buffalo which was sold under the execution for $75,000; the propellers Cuba and Nebraska, of the Commercial Line of steamers, which line was owned by George W. Holt and the late Charles Ensign. The Cuba was sold for $90,000 and the Nebraska for $30,000. Before a levy could be made on the other steamers of the Commercial Line, being the propellers Scota. Russia, Ronaoke and Colorado, they were assigned by George W. Holt to Isaac O. Crissh, the present Police Commissioner of Buffalo, for the general benefit of creditors.

Early in December following, upon application of Mrs. Hamilton on her judgment Judge Daniels, of the Supreme Court of Buffalo appointed F. L. Danforth, of the Bank of Attica, Buffalo, receiver of the propellers Russia, Scotia, Roanoke, and Colorado, pending a decision as to the validity of the assignment to Crissy.

Under this state of facts Mr. Danforth, the receiver as above, filed in the Circuit Court of Cook County recently a bill against James L. Beckwith, of Chicago, Issac O. Crissy, and George W. Holt individually, as surviving partner and executor of Charles Ensign, to set aside a mortgage given by Holt in the above capacities for $8,000 on the propeller Roanoke to James L. Beckwith under which he seized her and advertised her for sale. In the bill it is charged that Holt had not the power under the will of Charles Ensign to make such a mortgage, and that the mortgage is a cloud upon the title of the receiver to the Roanoke.

The attorny for Mrs. Hamilton, Massrs. Roges, Locke & Milburn, of Buffalo, have made a proposition to M. C. Kneip, solicitor for George W. Holt, which if accepted by Holt and the Charles Ensign estate, will satisfy the whole of the $617,000 judgment by the transfer of the propellers Scotia, Russia, Roanoke, and Colorado to Mrs. Cornelia Hamilton, she also to retain the Cuba and Nebraska, which she has already purchased at the execution sale under her judgment. On her part Mrs. Hamilton is to assign to Issac O. Crissy, as assignee, her certificate of sale of the half of the Marine Block in Buffalo, as well as the Ensign homestead in Buffalo, valued at over $50,000, and all other personal property belonging to the Charles Ensign estate and George W. Holt, consisting of stocks, bonds, mining properties, patents, etc. By this settlement, if made, all creditors of George W. Holt and the Ensign estate will be paid in full, and a residue equal to about $100,000 left to Holt and the Charles Ensign estate.

In connection with this litigation some interesting facts may be given. George W. Holt was the uncle of Ensign, Charles Ensign, and Mrs. Cornelia Hamilton, nee Ensign. Early in the fifties Charles Ensign, who had been admitted as a member of the Buffalo bar, being a very bright and promising young man, and the favorite of his uncle Holt, was taken by him into his steamboat business and give an interest, becoming in a few years the head of the firm of Ensign & Holt. Shortly thereafter Ensign & Holt started Elisha W. Ensign, a brother of Charles, in business as a contractor, and assisted him financially up to within a few years of his death, they being consulted in all of his matters. E. W. and Charles Ensign afterward built the Cleveland viaduct, as well as thousands of miles of railroad through the East. They were interested jointly in a large number of other matters. Late in the fifties Elisha's wife obtained a divorce from him, but married him, again during the war of the rebellion. She again obtained a divorce from him, but they were again married. She again in the seventies petitioned for a divorce, which action was pending at the time of Ensign's death. In making his will Elisha W. Ensign made his sister, Mrs. Cornelia Hamilton, his sole devisee. Shortly after his death his wife gave birth to a child, which died in infancy. After the judgment of $617,000 was obtained by Mrs. Hamilton, the widow of Elisha W. Ensign petitioned the Surrogate Court of Erie County, N. Y., to set aside his will, claiming that the posthumous child was his sole heir, and that she as the mother was the only legal heir of the child and entitled to his estate. A hearing was had and her prayer refused, but the matter is still pending on an appeal to the Supreme Court of New York.

The matter of the bill of Danforth, receiver, against Captain J. L. Beckwith, to restrain the sale of the propeller Roanoke, came up again before Judge Drummond in the United States Circuit Court February 5th. Mr. Franklin D. Lock, of the well-known Buffalo law firm of Rogers, Lock & Milburn, was also present on behalf of the receiver, and asked for a four weeks' stay of proceedings, but refused to deposit the $10,000 required by Judge Drummond for a release of the Roanoke. Judge Drummond refused to grant the stay of proceedings, and ordered Captain Beckwith to advertise the propeller over again for sale. Leave was given to amend the bill of the receiver so as to charge Beckwith's knowledge of the insolvency of the Commercial line at the time of taking his mortgage, and a motion will probably be again made for an injunction on the bill as amended prior to the sale of the vessel. The Roanoke will be advertised for the sale at her dock here at 3 p. m. on the 16th inst., subject to all admiralty liens.

Captain Beckwith is represented in this by M. C. Kneip and Leonard Swett.—*Inter Ocean.*

BUFFALO.

Dan A. Christy of Duluth, agent for the Lake Superior Transit Line, is in Buffalo consulting with the owners of the line in regard to next season's business.

R. Mills & Co. have sold the steambarge on the stocks in their yard to M. J. Cummings, Captain Patrick Griffin and Captain Wm. Griffin, all of Oswego, for $96,500, completed. Mr. Cummings was fortunate enough to lose last season several of his canal schooners which were insured. This class of vessel is worth but little nowadays, being too small for profitable service. The steamer in question is 250 feet long, thirty-five feet in beam and twenty-three in the hold She is double decked and will carry about 1,700. She will have a compound engine with cylinders of 26 and 48 inches and 42 inches stroke, and steel boilers each 8 by 16 feet. She is in frame and ceiled, ready for the iron strapping, and will be finished by the opening of the next season. Captain Patrick Griffin, who was in the schooner Leadville for some years, will command the new craft. The sale was made through Rogers & Brown.

MILWAUKEE.

Special to the Marine Record.

Wolf & Davidson are building a schooner length of keel, 164 feet; breadth of beam, 33 feet; depth of hold, 12 feet. She will have a raised floor with extra floor timbers and futtocks up to the bilge. Her frames will be soaked in hot brine and she will be iron strapped. She will be specially built to carry grain to Canada and bring back cedar. Her capacity is to be 15,000 cedar ties, 32,000 bushels of wheat, or 900 tons of ore. They are also doing general repairs on the schooners Reed Case and Waukesha and the wrecking tug Leviathan.

PORT HURON.

Captains Cowan and Hutchinson have purchased the schooner Young America.

Captain W. F. Morley's large steamer, now in process of construction at his docks at Marine City, promises to be a magnificent vessel. She will be 250 feet long, 38 feet beam and 22 feet hold, and will cost about $100,000.

Captain Frank Hebner and Mr. W. F. Botsford have purchased a half interest in the steamer F. J. Dunford.

Captain Merriman has undertaken to open a channel across the St. Lawrence at Brockville, for the car ferries, and he'll do it.

The Algomah, Captain L. R. Boynton, broke her wheel in the ice while crossing the straits to St. Ignace on Monday, and now lies helpless in the ice.

A gentleman connected with the river traffic told a Commercial scribe this week that he had lived in this city for forty years, and that never in all that time was the ice in the St. Clair as thick as it is this winter.

Captain John Buzzard will sail the schooner L. L. Lamb.

The steambarge Alcona will be commanded by Captain Chamberlain, of St. Clair.

The schooner Snow Drop, lying near Well's mill, is loaded with hay for Comstock & Co., of Alpena, and will leave port as soon as navigation opens, with Captain Geo. Buzzard still to the fore —*Commercial.*

PORT ARTHUR.

The steambarge J. S. Severns has been purchased by Walter Ross & Co., of Port Arthur, Canada; price $12,000. She is to be used as a passenger boat. Her upper works will be entirely remodeled before she leaves for the north."

BAY CITY.

The steambarge Montgomery, which has been for years under the command of Captain Swartout, of Algonac, has been repaired to the value of $5,000 in the drydock here, and is now in good condition for the opening of navigation.

SANDUSKY.

The machinery of the steamer Hayes, lying at this port, is being overhauled and repaired, and the boat is being strengthened by the addition of a number of timbers.

OWEN SOUND.

The C. P. R. Co. are erecting a large elevator and other buildings at Owen Sound, which is to be made the shipping point instead of Algoma Mills. The company have already begun laying down their spring freight. Captain John McNabb will sail the Campana, and Neil Campbell, late mate, will take charge of the City of Owen Sound this year. Captain Anderson takes one of the C. P. R. boats.

SAULT STE. MARIE.

The suit of Emma Clinton, of Saginaw, against Root & Miller for $10,000 damages for having her leg broken while getting off their boat resulted in a verdict of no cause of action.

A new pump has been put aboard the Argyle. It was made by Mr. P. M. Moore.

DULUTH.

Captain E. E. Napier has gone to Milwaukee, where he is endeavoring to purchase a large steamer for the Agate Bay route.

Captain John B. Haycock, of Winnipeg is in the city. Captain Haycock is one of the best known steamboat men in the Northwest and during the past season has been sailing the fast steamer Northwest on the route between Winnipeg and Brandon. He formerly commanded the Centennial on the Mississippi.

New ribs have been put in the tug Nellie Cotton in place of those broken at the time she was wrecked. Two rows of iron plates have already been put on and riveted and several patches made near her keel. The present work will make her nearly as good as she ever was and will cost about enough to buy a new tug. New upper works and machinery will be put in and by spring she will be ready for use.

The U. S. Coast survey schooner Drift, lying at the New York navy yard, is to replace her present windlass with a Providence iron pump brake windlass from the American Ship Windlass Company. The steamer Knickerbocker, of the Cromwell Line, is also to replace her present windlass with a Providence steam windlass of the new style, same as put on the steamer Hudson, of the same line, last year.

LIFE RAFT.

Mr. David Kahnweiler, the inventor and manufacturer of the world-wide known Neversink Cork Life Jackets, has invented a life raft, combining as he claims, the qualities of very great buoyancy, extreme lightness, durability and simpicity, which can be sold at less money than any other life raft in the market at the present time. It has been submitted to the board of supervising inspectors, now in session at Washington, for approval, which being obtained, he will at once begin their manufacture on a large scale.—*Nautical Gazette.*

MARINE DIRECTORY.

We have now in course of preparation a complete and comprehensive guide to the shipping interests of the great lakes.

The large amount of capital invested, and the importance of the various interests engaged in the lake navigation of the United States and Canada, warrant the publishers in the belief that a reliable work containing full information regarding these important matters, will be of great service to all those engaged in trade on the great lake system.

The work will contain a complete list of all vessels navigating the lakes, arranged alphabetically, and showing the name, class or rig, tonnage, trade, where and when built, and by whom, port of hail, owner's name, etc., carefully compiled from official sources and corrected to the latest date. Also a notice of every port on Lakes Ontario, Erie, Huron, Michigan, and Superior, and their connecting rivers, showing their situation, population, principal directory of all interests connected with navigation that are located at that port, viz.: the names of all vessel owners, shipping agents, ship brokers, marine insurance companies and their agents, marine reporters, shipbuilders, ship chandlers, sail makers and riggers, block and tackle makers, ship smiths, etc., and of all trades connected with the shipping interests in all their branches.

In addition lists will be given showing all custom houses and customs officers, United States Revenue cutters, marine hospitals and surgeons, and the regulations pertaining thereto; lights and lighthouses and the keepers thereof; docks, wharves, drydocks, life saving districts and stations, signal service stations, customs tariffs, distance of various ports, etc., etc., forming in fact, a complete epitome of information relating to the navigation interests of the great lakes.

The patronage of all interested is respectfully solicited.

H. L. Polk & Co., publishers,
Tribune building, Detroit, Mich.

TO EUROPE IN FOUR DAYS.

Mr. A. M. G. Sebillot proposes to construct a steamer which will accomplish the above result. New York Commercial Bulletin describes him as a well-known French engineer with a large scientific experience. French engineers are a trifle given to the poetry of finance, as those who have subscribed for shares in De Lesseps' Panama Canal are certain to find out. Mr. Sebillot's idea consists simply in adapting to ocean navigation, on a more acute and longer scale, the idea which models the North river steamers and New York City ferryboats. It is that of having virtually two hulls, a lower and an upper, the lower in the center to be deep, long, narrow, and at the bows very sharp, reducing the angle forward by the line of the bows where they cut the water with the line of the vessel's motion from one of fifteen degrees, as now, to even three degrees. The lower hill will thus preserve a width from stem to stern of only a third of the width of the upper hull, and the latter will either be cut of water, or, when the vessel is deeply laden, will barely rest upon the water.

The following specifications are offered for an ocean steamer designed to obtain the maximum speed possible with the same displacement as that of the most recent large steamers, say 12,000 tons:

Total length of the lower hull	670 feet.
Length of the upper hull	536 feet.
Breadth of the lower hull	34 feet.
Breadth of the upper hull	100 feet.
Length of the protruding prow	134 feet.
Depth of the lower hull	18 feet.
Draft of the upper hull	7 feet.
Cross-section immersed lower hull	550 sq. ft.
Cross-section immersed, upper hull	484 sq ft.
Cross-section immersed, total	1,034 sq. ft.
Total displacement	12,000 tons.
Angles of the lower hull on { bow	3 deg.
the horizontal axis { stern	4 deg.
Angles of the upper hull on the horizontal	3 deg.
Motive power	20,000 horse.

As compared with the newest fast steamers, with 10,000 horse power, 1,200 feet immersed cross-section, and running twenty knots per hour in calm water, the calculations show that a speed of thirty-two knots will be obtainable, and possibly thirty-five knots.

It follows that such a vessel could cross the ocean, in calm water, from New York to Europe, in about four days.

This is by no means an extravigant supposition, as the fineness of the lines is out of comparison with the usual lines in fast steamers, and can be compared only with those of some fine race-boats renowned for their speed, and built either shallow and wide or narrow and deep, the new type partaking of both these principles and carrying them to the utmost. It is possible experience might show that the shape of the prow will cause such a vessel to be much less influenced by rough weather than the ordinary shape.

A vessel of the above dimensions could have accommodation for 1,500 passengers, each one being provided with a separate state-room, and the saloon accommodation being on far greater dimensions than anything hitherto attempted. The freight capacity could be 1,500 tons for summer business and 3,500 tons for winter.

As to the speed of such a vessel the inventor claims that, assuming such a steamer as the Oregon to make twenty knots an hour, then taking the Oregon's area of cross-section doubling the motive power, the resistance in his model being reduced between one-half and one-third, the speed of this vessel can be increased in the ratio of the cubic root of four to one, which would give a possible speed of thirty-two or even thirty-five knots per hour, reducing the time between New York and Europe to four days.

A very numerous constituency will wish Mr. Sebillot's experiment great success. Its effect would be to give rise to an order of purely passenger steamers, leaving the freight business to steamers essentially of the now prevailing models.

THE TERM "OUTWARD BUSINESS" IN CHARTER PARTIES.

A Pennsylvania court has recently made a definition of the term "outward business" found in the charter parties that will somewhat startle ship brokers. The definition was given by a judge in a jury trial. A vessel was chartered to take a cargo from an Italian port to Philadelphia, and according to the terms of the charter party was to employ at port of destination a certain firm of ship brokers "for ship's inward and outward business and pay usual charges, under a penalty of fifty pounds Br. sterling fine." The vessel arrived at Philadelphia and the firm mentioned in the charter party attended to the entry of the vessel at the custom house, collected the freight and did all the work relative to the inward business of a vessel. The shipmaster secured an outward freight for his vessel through another firm of ship brokers, and this firm received the commission for obtaining the charter. The first firm thereupon deducted fifty pounds sterling from the inward freight money, claiming that it was due them as a penalty for taking away from them the "outward business" which they were trying to obtain for the vessel. The dispute was carried into court for settlement.

The judge in the case held that "outward business" simply meant clearing the vessel at the custom house and services connected with such work. The fine he held to be a penalty which threw upon the brokers the burden of showing the actual damage which they suffered through not doing this "outward business." The interpretations made by the brokers and the judge are of course entirely different. The brokers inferred that the clause gave to them the privilege of securing an outward cargo for the vessel upon which they would earn a commission, and that in case this privilege was taken from them they would be entitled to damages which would be collected by the penalty mentioned in the charter party. It possibly never occurred to them that "outward business" meant anything else than this, especially in view of the general custom in regard to to the charges for the work of entering and clearing at the custom house, vessels consigned to ship brokers and and agents. They felt convinced, no doubt, that the clause in the charter party insured to them the outward chartering of the vessel This same clause has made many other brokers feel just as comfortable and caused them to look upon the efforts of rival brokers without fear. But the judge, it will be seen, takes no such view. He places the clause in an entirely different aspect and one that is certainly very sensible. He probably based his interpretation of the outward business upon the class of work carried out in performing the inward business. This work consisted simply in entering the vessel at the custom house and collecting the freight money. There was nothing in it connected with procuring cargo. The vessel was to pay usual charges and as there was no outward freight money to collect the work would be performed when the clearance was obtained.

The clause must stand by itself and as a whole. Taken as a whole, therefore, one part is explanatory of the other and the judge's interpretation is the natural one. This will not be satisfying to those who see little of profit in attending to custom house work and who depend for business upon the right to secure the outward charter. They who depend upon a clause worded like the above to secure them this right should see to it that the intent is more plainly expressed in the future. It is possible that an interpretation more in accord with that set up by the ship brokers in the case may be made by another court, but the weakness in the clause "outward business" as a guarantee of having charge of chartering the vessel is obvious. Charter parties are always of course to be liberally construed. The usage of trade and the intent to be gathered from the language of each charter are always to be guides also, but as the parties in the above mentioned suit will give opposing testimony in regard to the usage regarding "outward business," it is very probable that usage in such cases is not much of a guide. *Maritime Register.*

THE OILED OCEAN.

The patented system by which Mr. Shields, of Perth, smoothes the broken surface of the sea is at the present moment being put upon its trials at the entrance to Folkestone Harbor. The chairman and directors of the Southeastern Railway Company have granted the use of their pier to Mr. Shields for his experiments. On the eastern side of the pier, where the entrance to the harbor is situated, a leaden pipe 1,000 feet in length has already been laid along the bottom of the sea. The pipe is furnihsed with a series of iron branches about two feet in length and some seventy feet apart. Each branch terminates in a valve and a brass rose like that of a watering-pot. The main leaden pipe is connected at its shore end with a force-pump placed on the pier. By means of the force-pump oil is driven through the leaden pipes and out of the small perforations in the roses. The oil then rises in minute globules to the surface and rapidly spreads over a wide area. Monday morning a brisk easterly breeze and a strong tide made it rough enough to cause some hesitation as to sending the patentee's steambarge out of the harbor. For the first time, therefore, the virtues of the apparatus were tested. Some fifteen or twenty gallons of cheapest rock-oil (6d per gallon) were speedily pumped into the troubled waters. The effect was magical. In half an hour there was not a sign of broken water between the pier-head and Copt Point. The barge came off to the western side of the pier in smooth water. A curious fact was the permanence of the result obtained. Though a very strong tide was running to the eastward, yet this small quantity of oil kept its original position for nearly two hours. Mr. Shields is now laying down a shorter length of pipe (460 yards) to the westward of the pier, where the force of the waves is much greater. Experiments will then be tried on a larger scale on the next occasion that heavy gales visit the coast. The mortar and oil shells, which are also inventions of Mr. Shields, are ready on the pier for this opportunity.—*London Pall Mall Gazette.*

MARINE PAPERS ISSUED UNDER A BILL OF SALE.

The Secretary of the Treasury has made a ruling that where a vessel has been condemned in a State court in an action, *in rem*, and sold under the judgment, if the vendee presents a proper bill of sale under section 4,193, Revised Statutes, the collector should not decline to issue marine papers on each bill of sale because in his opinion the State court has taken admiralty jurisdiction in a case which could only be brought in a district court in the United States.

STATE AID TO SHIPBUILDING.

The United States is not the only country which has suffered from the encroachment of Great Britain upon its merchant marine. The Austrian consul at Milan shows that of 2,904,969 tons of merchandise carried to and from Italian ports by steam vessels 2,133,133 tons were moved by steamers carrying the British flag. Of the steam movement in Belgium ports only 22.9 per cent of cargo is covered by the Belgium flag, while that of England monopolizes the balance. The French flag only covers 40 per cent. of the steam movement of cargo to and from French ports, and the consul says, referring to these facts, that the preponderance of Great Britain in the carrying trade is such as to encroach upon the portion of every European State. The interest on capital for maritime uses is less in Great Britain than on the continent of Europe. She has also an advantage over other nations in the cheapness of coal and shipbuilding materials In discussing this subject the consul declares that Italy, France, Germany and Austria have each tried the free ship policy without beneficial results. This is the policy which free traders are so anxious to have this country adopt, and how much better, we may ask, will it succeed in our case than in that of others. England has built up her merchant marine through State aid, and until this policy is adopted by the United States our carrying trade will remain in the hands British vessel owners. The consul very properly says that where there is no shipbuilding people there can be no sea-going people. History does not furnish an example to the contrary. It, then, we hope to be a maritime people, and retain our carrying trade, we must engage in shipbuilding instead of buying vessels abroad. Flourishing shipyards says Consul Crain, levy a tribute upon the skill, labor, and resources of a country, and direct its attention and energies to sea-going enterprises as nothing else can. This is the view now taken of the matter by Italian statesmen, and their aim is to infuse life and vigor into shipbuilding establishments. It was to this end that the parliamentary commission recommended that the government should hereafter have all war ships built by Italians, and the motive machinery constructed in the machine shops of the country. The same commission recommended the granting of large premiums for the construction of iron and steel steamships, and that the minister of marine should be empowered to augment the premiums for steamships built upon plans to fit them for war purposes. France has already adopted a system of subsidies, and it is quite as important that the United States should be as liberal in granting aid in building up an American commercial marine as it has been in granting subsidies to transcontinental lines of railway. It is claimed that iron and steel vessels can be constructed nearly as cheaply here as in England, and it only requires fair treatment and the modernizing of our antiquated navigation laws to place the American flag once more in the ascendant on the great ocean highways.—*Leader.*

QUALIFICATIONS OF A SEA COOK.

From the Century for February we extract the following: "A sea cook is a peculiar character, requiring a special training. He must know how to prepare a sea hash out of a salt horse flavored with onions, incrusted with the variegated browns of mahogany, and savory enough to create an appetite in a stomach that the tossing waves have rendered as sensitive as the needle in a compass. He must also understand how to make an eatable bread, and take his duff out of the kettle on Sunday as light as cotton and as delicate as sponge cake. Besides this, he must know how to economize in the use of water and provisions, and more difficult yet, he must contrive to keep the crew satisfied with the mess he cooks for them, while at the same time he looks out sharply for the interests of his employer and the captain. He must also be proof against the worst weather and undeviatingly punctual to the hours of meals. It goes without saying that it is not an easy thing to find such a paragon in the galley, but when he is there he is, next to the captain, by far the most important character on board.

FOR SALE

STEAMBARGE DAISY DAY.

Length 112 feet, beam 21 feet, depth of hold 8 feet; engine 16x18; good steaming boiler 5 feet in diameter, 10 feet long. Carrying capacity 130 M pine lumber, or 100 cords of wood, or 7,000 bush wheat. Address,
CAPTAIN JOHN ANDERSON,
134 North Center Avenue, Chicago, Ill.

FOR SALE,

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O

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Patent Yawl Boats of all Lengths on Hand.

PLEASURE AND HUNTING BOATS, SAIL AND STEAM YACHTS; ALSO,

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FOR MEN IS

WARRANTED TO CURE OR MONEY REFUNDED, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS, SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**

When any debility of the **GENERATIVE ORGANS** occurs, **Lost Vitality, Lack of Nerve Force and Vigor, Wasting Weakness,** and all those **Diseases** of a personal nature, from whatever cause, the continuous stream of Magnetism permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.

TO THE LADIES,—**If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.**

For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization,

Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of waist, and size of shoe, Remittance can be made in currency, sent in letter at our risk.

The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.

Send stamp for the "New Departure in Medical treatment **Without Medicine,**" with thousands of testimonials.

THE MAGNETON APPLIANCE CO.,
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NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

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AND

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Containing all points of MARINE LAW as determined by the United States Courts

—ON—

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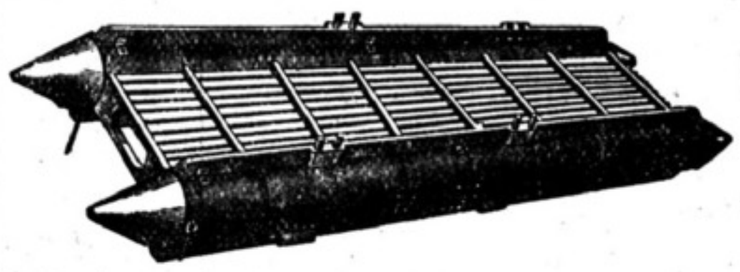

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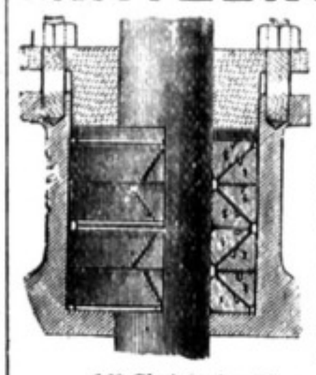

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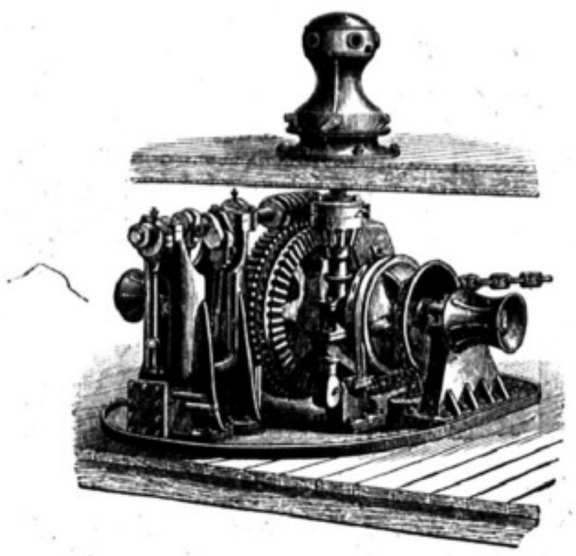
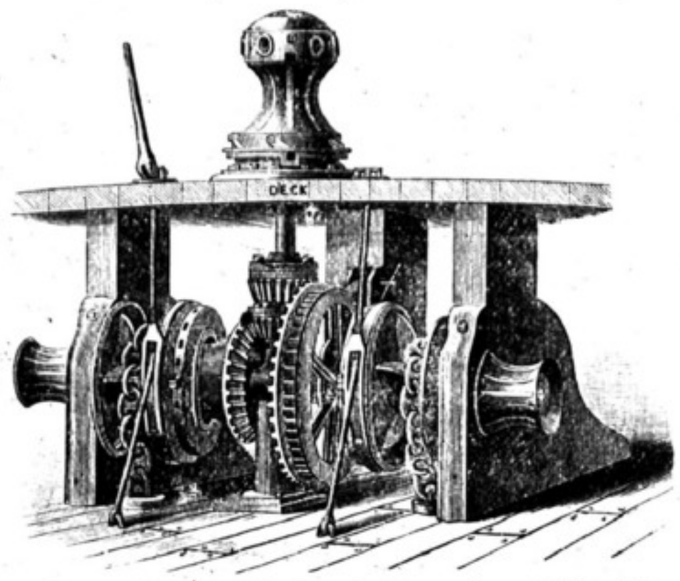


The Providence Patent Steam Capstan Windlass, New Style.



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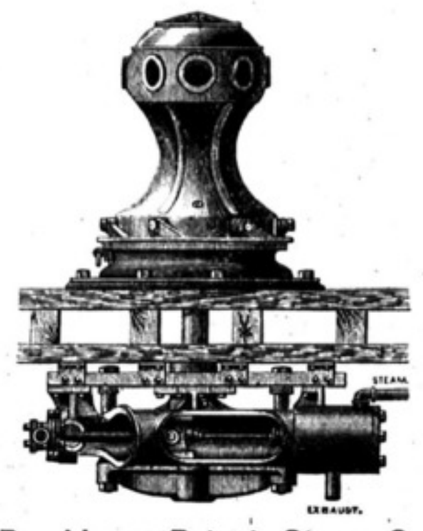

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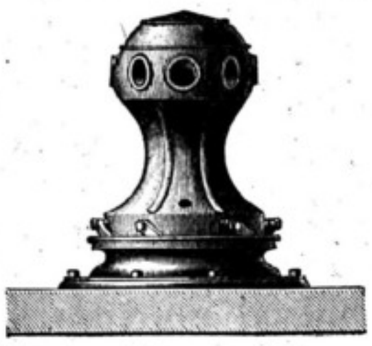
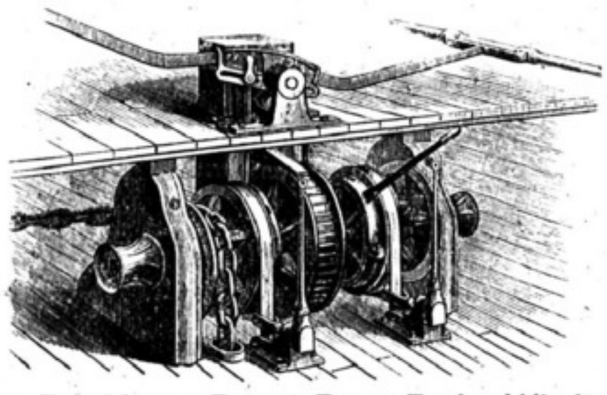


The Providence Patent Power Capstan.



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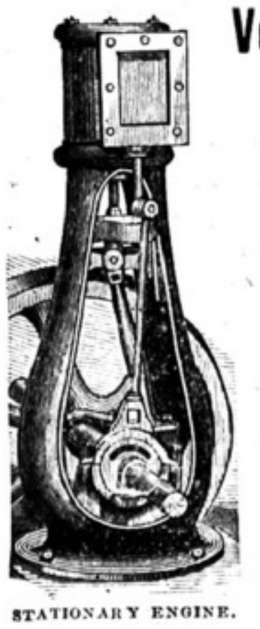

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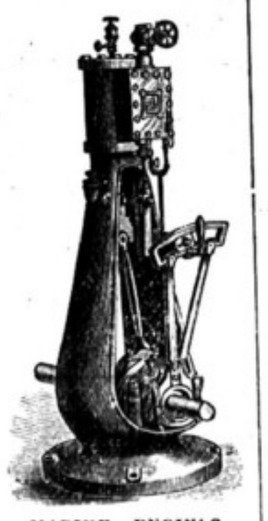

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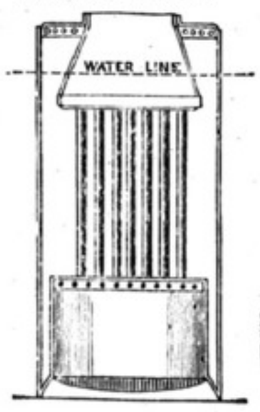
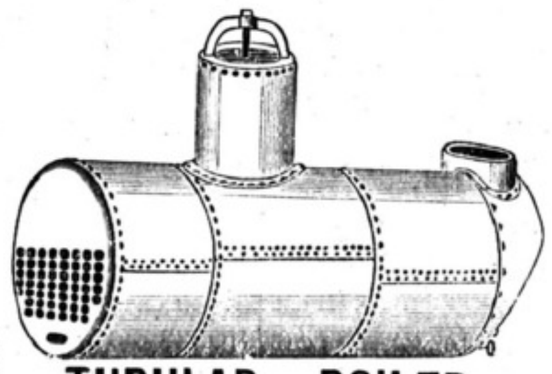
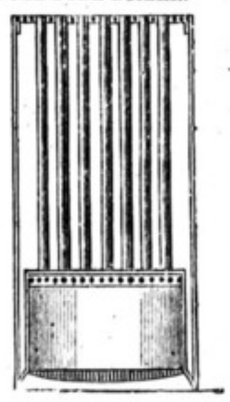


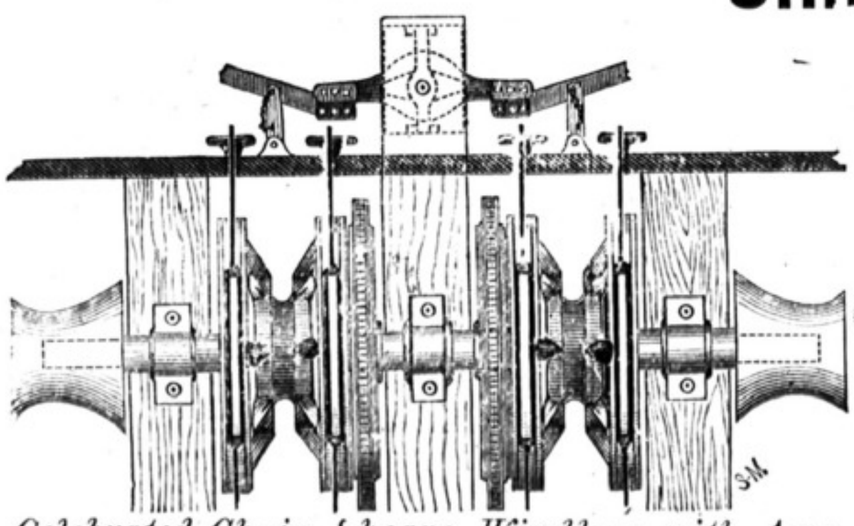


TUBULAR BOILER.

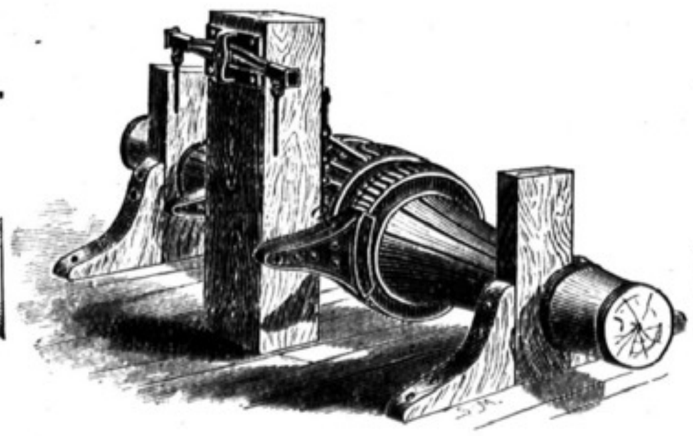
FULL TUBE BOILER.



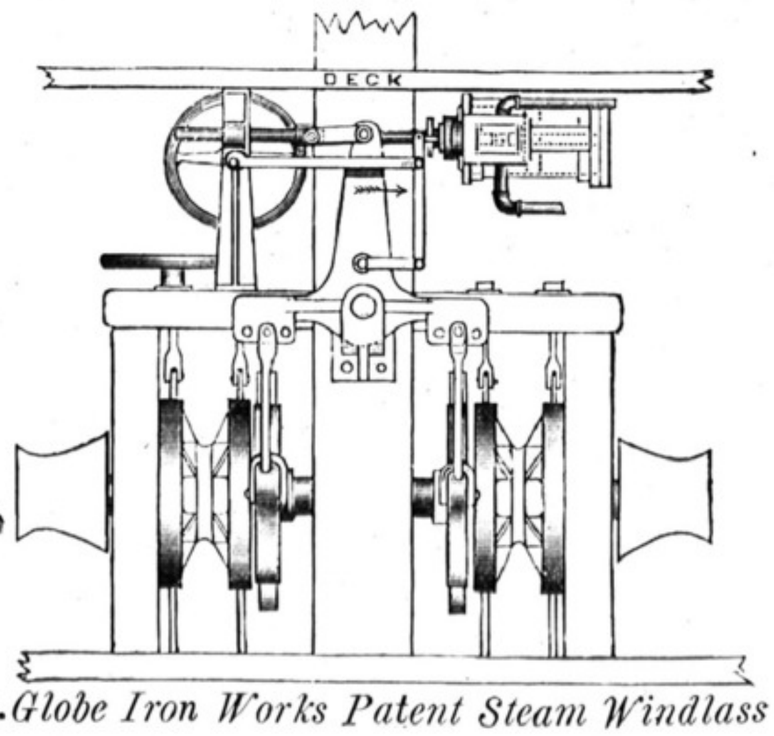
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



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